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IN THE UNITED STATES OF AMERICA
PATENT AND TRADEMARK OFFICE

APPLICANT: Ekpo, Jr.
TITLE: CAR JACKING PREVENTION SYSTEM
ATTORNEY DOCKET NO.: 00-09EKPO

COMMISSIONER OF PATENTS AND TRADEMARKS
WASHINGTON, D.C. 20231

NEW APPLICATION TRANSMITTAL

Transmitted herewith for filing is the patent application of

Inventor(s): Udo U. Ekpo, Jr.

for CAR JACKING PREVENTION SYSTEM

This new application is for a(n)

- ☒ Original Utility
- ☐ Design
- ☐ Plant
- ☐ Divisional
- ☐ Continuation
- ☐ Continuation-in-part

Enclosed are:

- 14 Pages of specification
- 10 Pages of claims
- 1 Pages of abstract
- 1 Sheets of drawings
 - ☐ formal
 - ☒ informal

Additional papers enclosed:

- ☐ Information Disclosure Statement
- ☒ Combined Declaration and Power of Attorney
- ☐ Assignment of the invention to _____

The inventorship for all the claims in this application are:

- ☒ the same
- ☐ are not the same. An explanation, including the ownership of the various claims at the time the last claimed invention was made,
 - ☐ is submitted
 - ☐ will be submitted

jc960 U.S. PTO
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jc961 U.S. PTO
11/16/00

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CLAIMS AS FILED

BASIC FEE
(\$710.00)

Total					
Claims	16	-20 = 0	X	\$18.00	0.00
Independent					
Claims	1	-3= 0	X	\$80.00	0.00
Multiple dependent					
Claims		0	X	\$270.00	0.00
Total Filing Fee				\$	<u>710.00</u>

☒ Verified Statement(s) that this is a filing by a small entity under 37 CFR 1.9 and 1.27 is(are) attached.

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IN THE UNITED STATES OF AMERICA
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CERTIFICATE OF MAILING


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- 1) New Application Transmittal;
- 2) Verified Statement claiming Small Entity Status;
- 3) Combined Declaration and Power of Attorney;
- 4) 24 pages of Specification and Claims;
- 5) 1 page of Drawings;
- 6) 1 page Abstract; and
- 7) Check in the amount of \$355.00.

Date November 16, 2000


JOSEPH N. BREUX

IN THE UNITED STATES OF AMERICA

PATENT AND TRADEMARK OFFICE

APPLICANT: Ekpo, Jr.

TITLE: CAR JACKING PREVENTION SYSTEM

DOCKET NO.: 00-09EKPO

COMMISSIONER OF PATENTS AND TRADEMARKS
WASHINGTON, D.C. 20231VERIFIED STATEMENT (DECLARATION) CLAIMING SMALL ENTITY
STATUS (37 CFR 1.9 (f) AND 1.27 (b)) - INDEPENDENT INVENTOR

As a below named inventor, I hereby declare that I qualify as an independent inventor as defined in 37 CFR 1.9 (C) for purposes of paying reduced fees under section 41 (a) and (b) of Title 35, United States Code, to the Patent and Trademark Office with regard to the invention entitled CAR JACKING PREVENTION SYSTEM described in the specification filed herewith.

I have not assigned, granted, conveyed or licensed and am under no obligation under contract or law to assign, grant, convey or license, any rights in the invention to any person who could not be classified as an independent inventor under 37 CFR 1.9 c) if that person had made the invention, or to any concern which would not qualify as a small business concern under 37 CFR 1.9 (d) or a nonprofit organization under 37 CFR 1.9 (e).

Each person, concern or organization to which I have assigned, granted, conveyed, or licensed or an under an obligation under contract or law to assign, grant, convey, or license any rights in the invention is listed below:

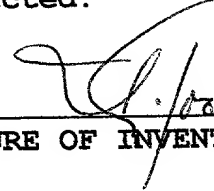
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I acknowledge the duty to file, in this application or patent, notification of any change in status resulting in loss of entitlement to small entity status prior to paying, or at the time of paying, the earliest of the issue fee or any maintenance fee due after the date on which status as

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I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under section 1001 of Title 18 of the United States Code, and that such willful false statements may jeopardize the validity of the application, any patent issuing thereon, or any patent to which this verified statement is directed.

Udo U. Ekpo, Jr.
NAME OF INVENTOR


SIGNATURE OF INVENTOR

10-20-00
DATE

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

- Utility Patent Specification -

Inventor:

Udo U. Ekpo, Jr.

Invention:

CAR JACKING PREVENTION SYSTEM

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Description

CAR JACKING PREVENTION SYSTEM

Technical Field

5 The present invention relates to vehicle safety equipment and
more particularly to a car jacking prevention system that includes
a programmable control unit in controlling connection with a multi-
timer unit having an output in connection with a mono-timer, an on
board audio warning output system, and a manual disarm switch; the
10 mono-timer having an activation output in electrical connection
with each of the activation inputs of an engine cut-off mechanism,
a hood lock assembly, an audible alarm system, a visual alarm
system and a Global Positioning System tracking device with a radio
communication transmitter for transmitting location data to a
15 central tracking location; the car jacking prevention system
further including a manual activation input in connection with a
manual activation switch that may be hidden within a vehicle
passenger compartment at a location known only to regular drivers
of the vehicle, a trunk sensor activation switch that may be
20 installed within the trunk compartment of a vehicle and that has
an infrared sensor that is triggered by the body heat of a person
within the trunk compartment and has an activation output in

connection with a trunk sensor activation input of the control unit and an electric trunk lock opener for opening the lock of the trunk compartment, a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit, and a radio signal switch having a receiving antenna for receiving a radio transmitted activation signal and a radio switch activation output in connection with a radio activation input of the control unit; the radio signal switch being responsive to receipt of the radio transmitted activation signal by transmitting a system activation signal to the radio activation input of the control unit; the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment; the trunk sensor activation switch generating a system activation signal to the trunk sensor activation input of the control unit; the manual activation switch generating a system activation signal to the control unit when

depressed by a user; the control unit being programmed to trigger the multi-timer circuit upon receipt of a system activation signal; when triggered, multi-timer circuit activating on board audio warning system to audibly warn a driver of the vehicle that a car jacking prevention system has been enabled and that within a time period vehicle disabling and attention attracting events will be occurring, triggering the mono-timer, and activating the manual disarm switch which when depressed by the user before the mono-timer times out resets the control unit and thereby the car jacking prevention system; the mono-timer generating a control signal at its activation output upon timing out to simultaneously activate the engine cut-off mechanism, the hood lock assembly, the audible alarm system, the visual alarm system and the Global Positioning System tracking device with a radio communication transmitter for transmitting location data to a central tracking location.

Background Art

Each year thousands of cars and other vehicles are car jacked. Because car jackers can be violent, it is often not a good idea to resist at the scene. It would be better, therefore, to have a car jacking prevention system that could be triggered in a number of ways that allowed the vehicle owner or driver to establish a safe distance between himself/herself and the car jacker before the car

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jacking prevention system triggered a number of anti theft
mechanisms including an engine cut-off mechanism, an audible alarm,
a visual alarm, and a radio transmitted location system to
communicate to a central location the location of the vehicle for
5 retrieval and immediate response by police or the like. Because
car jackers may lock the driver of the vehicle within the vehicle
trunk, it would be a further benefit to have a car jacking
prevention system that included a trunk activation mechanism that
triggered the car jacking prevention system while simultaneously
10 unlocking the trunk of the vehicle. To aid in convicting the car
jacker, it would be a further benefit if the car jacking prevention
system also included a hidden camera for taking several pictures of
the car jacker while the car jacking is in progress. It would be
still a further advantage to have a car jacking prevention system
15 that included a door monitoring mechanism for monitoring the doors
of the vehicle such that when the last door of the vehicle was
closed, the car jacking prevention system would be triggered by the
door monitoring mechanism in a manner that would require a
legitimate user of the vehicle to disarm the system by means of a
20 hidden disarm button.

General Summary Discussion of Invention

It is thus an object of the invention to provide a car jacking prevention system that includes a programmable control unit in controlling connection with a multi-timer unit having an output in connection with a mono-timer, an on board audio warning output system, and a manual disarm switch; the mono-timer having an activation output in electrical connection with each of the activation inputs of an engine cut-off mechanism, a hood lock assembly, an audible alarm system, a visual alarm system and a Global Positioning System tracking device with a radio communication transmitter for transmitting location data to a central tracking location; the car jacking prevention system further including a manual activation input in connection with a manual activation switch that may be hidden within a vehicle passenger compartment at a location known only to regular drivers of the vehicle, a trunk sensor activation switch that may be installed within the trunk compartment of a vehicle and that has an infrared sensor that is triggered by the body heat of a person within the trunk compartment and has an activation output in connection with a trunk sensor activation input of the control unit and an electric trunk lock opener for opening the lock of the trunk compartment, a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor

for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit, and a radio signal switch
5 having a receiving antenna for receiving a radio transmitted activation signal and a radio switch activation output in connection with a radio activation input of the control unit; the radio signal switch being responsive to receipt of the radio transmitted activation signal by transmitting a system activation
10 signal to the radio activation input of the control unit; the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle
15 passenger compartment; the trunk sensor activation switch generating a system activation signal to the trunk sensor activation input of the control unit; the manual activation switch generating a system activation signal to the control unit when depressed by a user; the control unit being programmed to trigger
20 the multi-timer circuit upon receipt of a system activation signal; when triggered, multi-timer circuit activating on board audio warning system to audibly warn a driver of the vehicle that a car jacking prevention system has been enabled and that within a time

period vehicle disabling and attention attracting events will be occurring, triggering the mono-timer, and activating the manual disarm switch which when depressed by the user before the mono-timer times out resets the control unit and thereby the car jacking prevention system; the mono-timer generating a control signal at its activation output upon timing out to simultaneously activate the engine cut-off mechanism, the hood lock assembly, the audible alarm system, the visual alarm system and the Global Positioning System tracking device with a radio communication transmitter for transmitting location data to a central tracking location.

Accordingly, a car jacking prevention system is provided. The car jacking prevention system includes a programmable control unit in controlling connection with a multi-timer unit having an output in connection with a mono-timer, an on board audio warning output system, and a manual disarm switch; the mono-timer having an activation output in electrical connection with each of the activation inputs of an engine cut-off mechanism, a hood lock assembly, an audible alarm system, and a visual alarm system; the car jacking prevention system further including a manual activation input in connection with a manual activation switch that may be hidden within a vehicle passenger compartment at a location known only to regular drivers of the vehicle and a radio signal switch having a receiving antenna for receiving a radio transmitted

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activation signal and a radio switch activation output in
connection with a radio activation input of the control unit; the
radio signal switch being responsive to receipt of the radio
transmitted activation signal by transmitting a system activation
5 signal to the radio activation input of the control unit; the
manual activation switch generating a system activation signal to
the control unit when depressed by a user; the control unit being
programmed to trigger the multi-timer circuit upon receipt of a
system activation signal; when triggered, the multi-timer circuit
10 activating the on board audio warning system to audibly warn a
driver of the vehicle that a car jacking prevention system has been
enabled and that within a time period vehicle disabling and
attention attracting events will be occurring, triggering the mono-
timer, and activating the manual disarm switch which when depressed
15 by the user before the mono-timer times out resets the control unit
and thereby the car jacking prevention system; the mono-timer
generating a control signal at its activation output upon timing
out to simultaneously activate the engine cut-off mechanism, the
hood lock assembly, the audible alarm system, and the visual alarm
20 system.

In various preferred embodiments the car jacking prevention
system includes alone or in combination a Global Positioning System
tracking device with a radio communication transmitter for

transmitting location data to a central tracking location that is
activated by the activation output of the mono-timer; a trunk
sensor activation switch that may be installed within the trunk
compartment of a vehicle and that has infrared trigger that is
5 triggered by the body heat of a person within the trunk compartment
and has an activation output in connection with a trunk sensor
activation input of the control unit and an electric trunk lock
opener for opening the lock of the trunk compartment, the trunk
sensor activation switch generating a system activation signal to
10 the trunk sensor activation input of the control unit; a door
position sensor activation switch having a condition sensor for
each passenger entry door of a vehicle and including logic
circuitry in connection with each condition sensor for determining
when a last condition sensor indicates the closing of a last door
15 of a vehicle passenger compartment, and an activation output in
connection with a passenger compartment entry activation input of
the control unit, the door position sensor activation switch
generating a system activation signal to the passenger compartment
entry activation input of the control unit when the logic circuitry
20 determines a door position sensor switch indicates the closing of
a last door of a vehicle passenger compartment; a hidden camera
having a trigger input for triggering a multi-picture taking

sequence that is activated by the control signal generated by the mono-timer activation output.

Brief Description of Drawings

For a further understanding of the nature and objects of the present invention, reference should be made to the following detailed description, taken in conjunction with the accompanying drawings, in which like elements are given the same or analogous reference numbers and wherein:

Figure 1 is a schematic diagram of the car jacking prevention system of the present invention.

Exemplary Mode for Carrying Out the Invention

Figure 1 is a schematic diagram of an exemplary embodiment of the car jacking prevention system of the present invention generally designated 10. Car jacking prevention system 10 includes a programmable control unit, generally designated 12, in controlling connection with a multi-timer unit, generally designated 14, having an output 16 in connection with a mono-timer, generally designated 18, an on board audio warning output system, generally designated 20, and a manual disarm switch generally designated 22.

Mono-timer 18 has an activation output 24 in electrical connection with each of the activation inputs of an engine cut-off

mechanism 26, a hood lock assembly 28, an audible alarm system 30,
a visual alarm system 32, a hidden camera 34 and a Global
Positioning System tracking device 36 with a radio communication
transmitter for transmitting location data to a central tracking
5 location.

Car jacking prevention system 10 also includes a manual
activation input 40 in connection with a manual activation switch
42 that may be hidden within a vehicle passenger compartment at a
location known only to regular drivers of the vehicle; a trunk
10 sensor activation switch 44 that may be installed within the trunk
compartment of a vehicle and that has an infrared input sensor 48
that is triggered by the body heat of a person within the trunk
compartment and has an activation output 50 in connection with a
trunk sensor activation input 52 of control unit 12 and an electric
15 trunk lock opener 58 for opening a lock of a trunk compartment of
the vehicle within which the system 10 is installed; a door
position sensor activation switch 43 having a condition sensor 45
for each passenger entry door of a vehicle and including logic
circuitry in connection with each condition sensor 45 for
20 determining when a last condition sensor 45 indicates the closing
of a last door of a vehicle passenger compartment, and an
activation output 47 in connection with a passenger compartment
entry activation input 49 of control unit 12; and a radio signal

switch, generally designated 60, having a receiving antenna 62 for receiving a radio transmitted activation signal and a radio switch activation output 64 in connection with a radio activation input 66 of control unit 12. Radio signal switch 60 is responsive to receipt
5 of the radio transmitted activation signal by transmitting a system activation signal to radio activation input 66 of control unit 12.

In use, trunk sensor activation switch 44 generates a system activation signal to the trunk sensor activation input 52 of control unit 12, door position sensor activation switch 43
10 generates a system activation signal to passenger compartment entry activation input 49 of control unit 12 when the logic circuitry determines a door position sensor switch 45 indicates the closing of a last door of a vehicle passenger compartment, and manual activation switch 42 generates a system activation signal to the
15 control unit 12 when depressed by a user. Control unit 12 is programmed to trigger multi-timer circuit 14 upon receipt of a system activation signal from any or all of radio signal switch 60, trunk sensor activation switch 44, the door position activation switch 43 and/or manual activation switch 42. When triggered,
20 multi-timer circuit 14 a) activates on board audio warning system 20 to audibly warn a driver of the vehicle that a car jacking prevention system has been enabled and that within a brief time period a number of vehicle disabling and attention attracting

events will be occurring; b) triggers mono-timer 18, and c) activates manual disarm switch 22 which when depressed by the user before mono-timer 18 times out resets control unit 12 and, thereby, car jacking prevention system 10.

5 After timing out, mono-timer 18 generates a control signal at its activation output 24 to simultaneously activate engine cut-off mechanism 26, hood lock assembly 28, audible alarm system 30, visual alarm system 32, hidden camera 34, and Global Positioning System tracking device 36. Engine cut-off mechanism 26, hood lock
10 assembly 28, audible alarm system 30, visual alarm system 32, hidden camera 34, and Global Positioning System tracking device 36 are all commercially available, conventional electrically powered and activated mechanisms.

15 It can be seen from the preceding description that a car jacking prevention system has been provided.

It is noted that the embodiment of the car jacking prevention system described herein in detail for exemplary purposes is of course subject to many different variations in structure, design, application and methodology. Because many varying and different
20 embodiments may be made within the scope of the inventive

concept(s) herein taught, and because many modifications may be made in the embodiment herein detailed in accordance with the descriptive requirements of the law, it is to be understood that the details herein are to be interpreted as illustrative and not in a limiting sense.

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Claims

What is claimed is:

1. A car jacking prevention system comprising:

a programmable control unit in controlling connection with:

a multi-timer unit having an output in connection with a mono-timer, an on board audio warning output system, and a manual disarm switch; and

a mono-timer having an activation output in electrical connection with each of the activation inputs of an engine cut-off mechanism, a hood lock assembly, an audible alarm system, and a visual alarm system;

the car jacking prevention system further including:

a manual activation input in connection with a manual activation switch that may be hidden within a vehicle passenger compartment at a location known only to regular drivers of the vehicle, and

a radio signal switch having a receiving antenna for receiving a radio transmitted activation signal and a radio switch activation output in connection with a radio activation input of the control unit;

the radio signal switch being responsive to receipt of the radio transmitted activation signal by transmitting a system activation signal to the radio activation input of the control unit;

5 the manual activation switch generating a system activation signal to the control unit when depressed by a user;

the control unit being programmed to trigger the multi-timer circuit upon receipt of a system activation signal;

10 when triggered, the multi-timer circuit activating the on board audio warning system to audibly warn a driver of the vehicle that a car jacking prevention system has been enabled and that within a time period vehicle disabling and attention attracting events will be occurring, triggering the mono-timer, and activating the manual disarm switch which when depressed by the user before
15 the mono-timer times out resets the control unit and thereby the car jacking prevention system;

the mono-timer generating a control signal at its activation output upon timing out to simultaneously activate the engine cut-off mechanism, the hood lock assembly, the audible alarm
20 system, and the visual alarm system.

2. The car jacking prevention system of **Claim 1** further comprising:

a Global Positioning System tracking device with a radio communication transmitter for transmitting location data to a central tracking location that is activated by the activation output of the mono-timer.

3. The car jacking prevention system of **Claim 1** further comprising:

a trunk sensor activation switch installable within a trunk compartment of a vehicle and having infrared trigger that is triggered by the body heat of a person within the trunk compartment and an activation output in connection with a trunk sensor activation input of the control unit and an electric trunk lock opener for opening a lock of a vehicle trunk compartment;

when the infrared trigger is triggered, the trunk sensor activation switch generating a system activation signal to the trunk sensor activation input of the control unit.

4. The car jacking prevention system of **Claim 1** further comprising:

a hidden camera having a trigger input for triggering a multi-picture taking sequence that is activated by the control signal generated by the mono-timer activation output.

5 5. The car jacking prevention system of **Claim 1** further comprising:

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10 a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit,

15 the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

6. The car jacking prevention system of **Claim 2** further comprising:

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a trunk sensor activation switch installable within a trunk compartment of a vehicle and having infrared trigger that is triggered by the body heat of a person within the trunk compartment and an activation output in connection with a trunk sensor
5 activation input of the control unit and an electric trunk lock opener for opening a lock of a vehicle trunk compartment;

when the infrared trigger is triggered, the trunk sensor activation switch generating a system activation signal to the trunk sensor activation input of the control unit.

10 **7.** The car jacking prevention system of **Claim 2** further comprising:

a hidden camera having a trigger input for triggering a multi-picture taking sequence that is activated by the control signal generated by the mono-timer activation output.

15 **8.** The car jacking prevention system of **Claim 2** further comprising:

a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for
20 determining when a last condition sensor indicates the closing of

a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit,

the door position sensor activation switch generating a system
5 activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

9. The car jacking prevention system of **Claim 6** further
10 comprising:

a hidden camera having a trigger input for triggering a multi-picture taking sequence that is activated by the control signal generated by the mono-timer activation output.

10. The car jacking prevention system of **Claim 6** further
15 comprising:

a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of
20 a last door of a vehicle passenger compartment, and an activation

output in connection with a passenger compartment entry activation input of the control unit,

the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

11. The car jacking prevention system of **Claim 9** further comprising:

a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit,

the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

12. The car jacking prevention system of **Claim 7** further comprising:

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a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including
5 logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit,

10 the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

15 13. The car jacking prevention system of **Claim 3** further comprising:

a hidden camera having a trigger input for triggering a multi-picture taking sequence that is activated by the control signal generated by the mono-timer activation output.

14. The car jacking prevention system of **Claim 3** further comprising:

a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit,

the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

15. The car jacking prevention system of **Claim 13** further comprising:

a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation

output in connection with a passenger compartment entry activation input of the control unit,

the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

16. The car jacking prevention system of **Claim 4** further comprising:

a door position sensor activation switch having a condition sensor for each passenger entry door of a vehicle and including logic circuitry in connection with each condition sensor for determining when a last condition sensor indicates the closing of a last door of a vehicle passenger compartment, and an activation output in connection with a passenger compartment entry activation input of the control unit,

the door position sensor activation switch generating a system activation signal to the passenger compartment entry activation input of the control unit when the logic circuitry determines a door position sensor switch indicates the closing of a last door of a vehicle passenger compartment.

Abstract

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A car jacking prevention system that is triggered in a number of ways and that allows a vehicle owner or driver to establish a safe distance between himself/herself and the car jacker before the car jacking prevention system triggers a number of anti-theft mechanisms. The anti-theft mechanisms include an engine cut-off mechanism, an audible alarm, a visual alarm, and a radio transmitted location system to communicate to a central location the location of the vehicle for retrieval and immediate response by police or the like. As an option, the car jacking prevention system can include a trunk activation mechanism that triggers the car jacking prevention system while simultaneously unlocking the trunk of the vehicle. Another optional mechanism is a hidden camera that, when triggered, takes multiple pictures of the car jacker while the car jacking is in progress.



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IN THE UNITED STATES OF AMERICA

PATENT AND TRADEMARK OFFICE

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TITLE: CAR JACKING PREVENTION SYSTEM

ATTORNEY DOCKET NO.: 00-09EKPO

COMMISSIONER OF PATENTS AND TRADEMARKS
WASHINGTON, D.C. 20231

COMBINED DECLARATION AND POWER OF ATTORNEY

As a below-named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name;

I believe I am the original, first and sole inventor (or an original, first and joint inventor) of the subject matter which is claimed and for which a patent is sought on the invention entitled CAR JACKING PREVENTION SYSTEM, the specification of which

☒ is attached hereto

☐ was filed on _____ as Serial No. _____ or Express Mail No. _____, and was amended on _____ (if applicable).

☐ was described and claimed in PCT International Application No. _____ filed on _____ and as amended under PCT Article 10 on _____ (if any).

☐ I hereby claim the benefit under Title 35, United States Code § 119 (e) of any United States Provisional Application(s) listed below.

Application Number _____

Filing Date _____

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I hereby state that I have reviewed and understand the content of the above-identified specification, including the claims, as amended by any amendment referred to above.

I acknowledge the duty to disclose information which is material to patentability in accordance with Title 37, Code of Federal Regulations, § 1.56.

[] In compliance with this duty there is attached an information disclosure statement. 37 CFR 1.97

POWER OF ATTORNEY: As a named inventor, I hereby appoint the following attorney(s) and/or agent(s) to prosecute this application and transact all business in the Patent and Trademark Office connected therewith.

JOSEPH N. BREAUX, Registration No. 36,462

SEND CORRESPONDENCE TO: DIRECT TELEPHONE CALLS TO:
Joseph N. Breaux Joseph N. Breaux
10630 N. Oak Hills Pkwy., (225) 769-8500
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DECLARATION: I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

FULL NAME OF SOLE OR FIRST INVENTOR: Udo U. Ekpo, Jr.

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DATE: 10-20-00

SIGNATURE: 